

OSC - 4623
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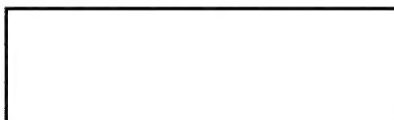
11 March 1963

MEMORANDUM FOR : The Record

SUBJECT : Foreign Object Damage On JT11D-20 Engines
648204 and 648210

REFERENCE :

A.
B.
C.

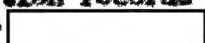


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1. Subject engines were damaged 13 February 1963 during ground runs on aircraft no. 125. This damage occurred shortly after engines 211 and 212 sustained major damage requiring overhaul repair.

2. Initial verbal reports from Pratt & Whitney indicated the damage to subject engines to be major. After further inspection upon removal of the engines from the aircraft, the description given in a verbal report from Pratt & Whitney indicated the damage to be minor and within handbook limits.

3. Headquarters requested that photographs showing this damage be provided.

4. Examination of engine 210 and inspection records and photographs of both engines on 1 March 1963 by the writer  revealed the damage to be decidedly beyond handbook limits but confined in extent and well blended. In the writer's opinion, this examination indicated the damage to be borderline between minor and major depending upon the validity of the published handbook limits.

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5. As a follow-up, reference A. message was sent to Pratt & Whitney asking for final disposition of engine 210 and if both or either engine 210 and 204 without further repair were suitable for flight to the same Mach number, altitude, and for the same time duration as they would have been had they not sustained this damage.

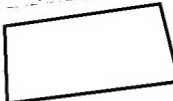
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NO CHANGE IN CLASS. ☒

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DATE OF REVIEW TO : 2012

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6. In answer to reference A. message, reference B. message was received which indicated that because the damage and repair were within test experience limits both engines were considered suitable for continued flight test operation provided close surveillance which will be maintained shows no further deterioration.

7. Since the above message did not fully answer the question posed in paragraph 5, reference C. message was sent to Pratt & Whitney restating the same question.

8. On 11 March 1963, the writer was informed verbally by Pratt & Whitney that they could not say that engines 204 and 210 would remain on flight status for the same length of time as if no damage had been sustained and that this determination would be made on the basis of future periodic inspections. They declined to answer reference C. message accordingly by return message which was requested for record purposes.

Development Division
CSA-IN/R

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